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THE IMMIGRATION QUESTION

Beginning of the Inquiry Authorized by a Recent Resolution of Congress.

Testimony as to the Number of Immigrants Brought to New York, Where They Came From, and How They Obtained Passage.

NEW YORK, July 25.—The congressional committee appointed to look into the immigration affairs of the country at large began its work at the Westminster Hotel this morning, at 10 o'clock. Chairman Melbourne H. Ford, of Michigan, and Congressman W. W. Morrow, of California, and Richard G. Weaver, of Wisconsin, were the only members of the committee present, but General Spicola and Congressman Oates are expected to arrive tomorrow. The commissioners of immigration were not present at the opening of the inquiry, nor was any one else there to represent Castle Garden.

The first witness to take the chair was F. L. Boaz, passenger agent of the Hamburg line of steamers. He was questioned about the manner in which his company transacted its passenger business. He said that his company had some three thousand agents in this country, and about 40 per cent. of these agents, sales were prepaid passage tickets, sold to friends and relatives for people in Europe. In New York the company has about seventy-five agents; all are paid commissions, and they sell about 75 per cent. of the emigrant tickets sold in New York. The witness never knew of tickets being sold in quantities to any one person, nor to employment agencies. He could not tell which was the highest number sold to any one person. About 75 per cent. of the passengers brought here by his line of steamers are emigrants. During the past five years the line had landed 235,315 immigrants at Castle Garden.

The company's agents sell tickets from any point in Europe to any point in this country. About one-third of the emigrants brought by his line stop here in New York, and the balance go to the further West. Every man who buys a ticket has to present a passport showing that he is allowed to emigrate, and has not committed any crime. The company, he said, takes great pains to inspect all passengers, in order that none shall come over who would not be allowed to land here. Mr. Boaz was questioned closely by each one of the committee on this passport question, and acknowledged that the principal point dwelt on in the document was whether or not the emigrant was liable for military service. He said that all the steamship lines held a conference periodically, and that one of the rules of this conference was that no agent should be allowed to sell tickets on credit or on the installment plan. Mr. Boaz said that most of the Hungarian emigrants are common laborers, the Bohemians are about evenly divided between agricultural and common labor, and the Poles are almost to a unit common laborers. The Poles, he said, mostly go to Buffalo or Chicago.

Mr. Coverly was the second witness examined. The committee devoted special attention to the Mediterranean business done by his company. Mr. Coverly stated that the following Italian emigrants had been brought here by his line in the years named: 1883, 10,336; 1884, 2,455; 1885, 3,146; 1886, 6,591; 1887, 11,128. The majority of prepaid tickets from Italy he said, were sold by Italian bankers here in New York. They have a system of their own; a sort of wildcat speculation. They issue their own tickets, which are sold in the form of orders on their agents in Italy, and then, when they have 100 or so issued, they go to the steamship companies and make the best rates they can with them. In this way they sometimes make a handsome margin by picking up a tramp steamer at a low rate. Mr. Coverly thought fully 90 per cent. of the prepaid Italian tickets were sold by these Italian bankers. He said that 75 per cent. of the passengers from Italian ports remain in New York. He said that his company had restricted the sale of blank tickets to one party to ten, anyone wishing more than that must give the names of the passengers who are to use them.

Arthur Lederer, passenger agent of the Red Star line, was called. His line runs between Antwerp and New York. In 1883 the Red Star ships brought to this port 24,170 emigrants; in 1884, 22,542; 1885, 21,112; 1886, 17,038; 1887, 25,007. From Jan. 1 to July 1 of this year he thought about 11,000 or 12,000 emigrants had

arrived on the ships of his line. Ten per cent. of the tickets sold here in New York are prepaid. The fact was brought out that the Red Star line is owned by the International Navigation Company, the stockholders of which are Americans.

"Are not the stockholders largely members of the Pennsylvania Railroad Company?" asked Chairman Ford.

"That I can't say. At one time the Pennsylvania Railroad Company did own some of the ships which were afterward sold to the International Navigation Company." The committee then took a recess.

A representative of the Italian Society during recess said that emigrants flock to the society's rooms, begging for relief and making complaints. When asked why they came here they say they were persuaded by the flaming placards which adorn the walls of their native villages, setting forth in glowing terms the advantages of coming to America, and promising them profitable employment as soon as they land. These placards, they say, are scattered broadcast over Italy by agents of the New York Italian bankers, who reap a rich harvest from their profits on steamship tickets.

Mr. Louis De Beban, agent of the Havre line of steamships, was first called after the recess. He stated that the majority of steamer passengers who come to this port by his line are Swedes. His company only has dealings with ten or twelve local agents, and no tickets are issued to them in blank. His line sells very few prepaid tickets, because their rates are higher than those of any other line. The rate by his line is \$29 from Paris to New York, of which the agent receives \$2.60. In 1883 his line brought over 23,485 steamer passengers; in 1884, 17,154; in 1885, 11,551; in 1886, 13,419; in 1887, 22,348, and for the first six months of 1888, 13,612. His company holds the agent who sells the ticket responsible for the passenger, and, if the emigrant is not allowed to land here, the agent who sold the ticket must pay the company the return passage money. The company forgoes the fare of the passenger, and about 75 per cent. of the steamer passengers by his line remain in New York.

Mr. A. M. Underhill, of the Galien line, said that in 1883 the Galien line brought 13,370 passengers to New York; in 1884, 13,890; in 1885, 10,258; in 1886, 19,013; in 1887, 23,758, and thus far in 1888, 15,263. These were mostly English, Irish, Scotch, Hungarian and German, but no Italian. All emigrant passengers are examined at Queenstown and Liverpool by government officers. Mr. Underhill said that fully 90 per cent. of the passengers coming over on the Galien line go to parts beyond New York, the majority of them going to the Northwest.

F. W. J. Hurst, of the National line, furnished the following statistics of emigrant passengers brought here in the past five years: In 1883, 20,849; in 1884, 20,726; in 1885, 6,702; in 1886, 14,472; in 1887, 17,883. Theodore C. Lederer, emigrant passenger agent of the North German Lloyd line, gave the following figures of the emigrant business of the line for five years back: In 1883, 65,370; in 1884, 62,748; in 1885, 48,396; in 1886, 46,194; in 1887, 51,704, and thus far in 1888, 32,106. A majority of these were Hungarians. These were mostly prepaid tickets, he said, and were sold by the local agents, mostly in the Pennsylvania coal regions. About two-thirds of the emigrants brought over by his line went west of New York.

J. Per Kulle, agent for the Fabro line, stated that for the past five years the business of the line was as follows: 1883, 4,569; 1884, 2,692; 1885, 3,098; 1886, 9,230; 1887, 9,771. About one-third of the tickets sold were prepaid, and about 75 per cent. of those are sold in New York city. The majority of the Italian emigrants, he said, went beyond New York. He acknowledged that at one time he had sold 100 tickets to one party, but he now restricted the number to ten. This was done to prevent speculation. He claimed that the Italian bankers realized very little from the tickets sold here in New York, because the competition is so strong that they give the passengers the benefit of their discount.

THE DYNAMITE TOWN.

Chicago Officials Arrest Another Man Who Is Said To Be Connected With Hronek's Plot.

CHICAGO, July 25.—The drag-net of the law, emmeshed, to-day, another of the Anarchists who sought revenge upon the representatives of the law in the persons of Bonfield, Gary and Grinnell. A gunsmith named Rudolph Sevic was arrested before daylight this morning, and is now behind prison bars under bonds of \$7,000. He is charged with being the individual who furnished dynamite to the conspirators who intended to assassinate the three law officers most prominent in the Haymarket prosecution. Sevic acknowledged that he has been illegally dealing in dynamite, and that he sold over fifty pounds of the explosive to various persons within a year. He will only admit having sold ten pounds to Chicagoans, and asserts that he cannot remember who they are. Inspector Bonfield says he has proof that the ten pounds, if not more, went to Hronek, Chapek and Chleboun. It is definitely known that Sevic bought, on May 20, from the American Powder Company, in Chicago, twenty-five pounds of dynamite. It is ten pounds of this purchase that has been traced to the recently arrested trio of assassins. Sevic claims ten pounds of the twenty-five went to a farmer in Nebraska. On the third day of June he purchased twenty-five pounds more, which he claimed to have sold to a farmer in Minnesota, but is unable to give his name or to locate him. Inside of these cylinders are others of equal height, about an inch in diameter. These inside cylinders are filled with dynamite, and between that and the outside covering the space is filled with cut glass, lead slugs and broken iron. In the tops of the inside cylinders fuelling caps are placed with fuses attached. Inspector Bonfield will not say whether or not these machines were found in Sevic's house. Sevic's arrest was kept secret until the moment when he was arraigned in court this morning. Meantime he had been subjected to a vigorous pumping process by Inspector Bonfield. The proceedings in court occupied but a few moments, and consisted of simply putting the case on record and fixing a bond heavy enough to hold the gunsmith, and continuing further proceedings for a week. The grand jury, already impaneled to take up the case of Sevic's alleged co-conspirators, will, long before that time, it is expected, have formally indicted all concerned in the dynamite plot. The police say that the discovery of the bombs, which are doubtless the product of Sevic's handiwork, is an important link in the chain of evidence against Hronek, Chapek and Chleboun. The bombs were the invention of Hronek, and their manufacture by a practical gunsmith goes far to show a deep-laid conspiracy. It is thought by the police that many more of the bombs are in existence, as there is no other probable theory to explain the use of the large quantities of dynamite handled by the Bohemian gunsmith.

When Sevic was marched into the dock this morning, Inspector Bonfield said he was probably the most dangerous dynamite in the city. The inspector appeared as prosecutor and said: "Your Honor, this man Sevic is a Bohemian gunsmith, a friend of Chapek, Hronek and Chleboun. On Jan. 21, 1887, he bought twenty pounds of dynamite of the American Powder Company. He told me that he had sold this twenty-five pounds to a farmer living in Minnesota. I don't believe his story, and have reason to believe that the dynamite never went out of Chicago. On May 20, this year, Sevic again bought twenty-five pounds of dynamite of the American Powder Company. This dynamite was exactly the same grade and had the same stamps as that found in possession of the three conspirators. I consider him a more dangerous man than any of the three, and I ask that he be held in larger bonds."

Sevic professed total ignorance of English, although Inspector Bonfield said that he knew it passably well. Judge Lynn explained the case to the prisoner through a interpreter, and then assented to Inspector Bonfield's motion to continue the case a week in bonds of \$7,000. "There is no doubt of Sevic's connection with the conspirators," said Inspector Bonfield subsequently. "The identity of the dynamite itself proves that. Then, Sevic is a friend and countryman of Hronek, Chapek and Chleboun. This comes pretty near proving Sevic's connection with the plot. The bombs made from this dynamite were of the devilish pattern. One of them might have killed fifty men."

This afternoon Sevic was carried, with Hronek, Chapek and Chleboun, before the grand jury, who immediately took up the case. The proceedings were guarded with the utmost jealousy. Indictments for conspiracy to commit murder were found by the grand jury to-day against the four Anarchist conspirators. Chleboun was the most important witness for the State. His story was a complete confession of the plot, and also told of his visits on July 3 and 4 to Judge Grinnell's house, in Aldine square, and Judge Gary's house on the North Side. The State has his confession in full, and it is expected evidence against the other conspirators is so complete as to warrant a conviction. It is thought that an indictment will be returned against Chleboun, but that he will be granted immunity in consideration of the testimony to be given by him at the trial. Hronek and Sevic are in jail, the others being out on bail. No fears are expressed that they will make any attempt to leave the country, as they claim they cannot be convicted on the evidence of Chleboun. The indictments will be returned tomorrow.

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THE PAPER-MAKERS.
The Eleventh Annual Convention—Address by the Hon. Warner Miller.

SARATOGA, N. Y., July 25.—The American Paper-makers' Association held its eleventh annual session at the Grand Union Hotel to-day. There was a large attendance. Hon. Byron Weston, the president, in calling the meeting to order, congratulated the association on the good work it had done, and said many losses had been made the past year and the profits are less than ever before. He then introduced Hon. Warner Miller for an address.

Mr. Miller spoke on the tariff question. In 1879, he said, movement was made to put news-prints and wood pulp on the free list. The speaker resisted it successfully, and thereby gained the name of "Wood Pulp Miller," which he regarded as a title of nobility. The result of keeping the tariff on paper had been that home competition, in less than ten years, had reduced news-prints from 9 cents per pound to 4 cents. Mr. Miller referred to imported materials used by paper-makers, and traced these industries to disaster if subjected to free trade. In 1880 the paper manufacturers voted No. 21 on the list of manufacturers, and in 1887 they had come to stand No. 14. In the report of the divisions, Moses Newton said 300 tons of manilla paper are made daily. They had tried during the year to restrict the business, but failed. Over 12,000,000 pounds of wood board had been made last year. A. Hartsborn spoke for the Tariff League, saying that they had circulated, during May and June, over 25,000,000 pages of printed matter in favor of protection, being more than the Cobden Club had circulated in twenty-two years. The Tariff League has clubs in Boston, Chicago, St. Louis, San Francisco, Portland, Ore., and other places.

E. C. Rogers, of Holyoke, Mass., was elected president, and among the vice-presidents were C. H. Harding, of Franklin, O.; J. M. Johnson, of Middletown, O.; C. M. Smith, of Chicago, and S. T. Hawes, of Dayton, O.

COLORED DEMOCRATS.
The Black Race Hardly Ready to Embrace the Democratic Faith.

Here is an interesting truth, and somewhat stirring talk from W. H. Bonaparte, of Providence. Mr. Bonaparte is an influential colored man, and his views are printed in the Providence Dispatch.

Can a negro be a Democrat? Yes, I believe he can, as much so as he can be a thief. Has he a right to be a Democrat? Yes, and he has a right to take part in the government, as a good man, unfortunately, he does not perform. But from a race standpoint, from a standpoint of race pride and manhood, the colored citizen should be the last American citizen to cast a Democratic ballot.

Until negro girls are free from the outrages of Southern white men of the Democratic party; until the wives and daughters of respectable colored men can occupy seats in other than smoking cars in Democratic States; until colored ministers and teachers can ride in first-class cars after paying first class fares in Democratic States; until negro citizens are tried by a

jury in Democratic States, no colored citizen should vote a Democratic ballot. A carefully kept record shows over 10,000 black citizens executed in Democratic States since 1870, who never looked upon a jury, whose bodies have been found hanging to tree limbs at early dawn. Three thousand colored girls between the ages of ten and eighteen have been brutally assaulted by white men at the South and no one brought to trial. No colored voter with the spirit of Irish or German manhood would dare lend aid to the Democratic party.

To-day the negro in this country stands before us a race robbed, wronged and outraged by the hands of this same Democracy, whose corner stone was slavery and whose very last pillar was the suppression of negro suffrage. With the birth of the Republican party and its final triumph came negro freedom and suffrage, and these sacred gifts are to-day torn from his grasp only in those States where Democracy rules with a high hand. How can an honest negro vote with such a party?

When Telemachus, in his vision, saw the world's ingrates in the seventh and hottest cell of his satanic majesty, and was told that no crime in this world was as great as ingratitude, and that the hottest cell in the fiery kingdom was the place prepared for ingrates, he little thought he gazed upon the well-deserved abode of negroes who vote the Democratic ticket under the present condition of their race. But thanks to the wisdom of our colored fellow citizens, the colored "negro wump" (mild name for Democrat) grows beautifully less in this section.

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